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No. 11,659

九十五年六月第一日

三月五日星期一十一時半

ESTABLISHED 1867.

Hong Kong Daily Press.

NEW ADVERTISEMENTS.

INTIMATIONS.

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUZU CANAL

THE Company's Steamship

GLENFARF.

Captain Satty will be despatched as above on

TUESDAY, the 2nd July, at 3 p.m.

This Steamer will call at Aden, Mocha, and

Victoria Harbour, and proceed to Hong Kong.

Freight or Passages apply to

JARDINE, MATHERSON & CO.

Agents.

Hongkong, 24th June, 1895.

NEW ADVERTISEMENTS.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOOM OF WILLIAM MANN, LATTE OF YOKOHAMA, IN THE EMPIRE OF JAPAN, ENGINEER, DECEASED.

NOTIFICATION is hereby given that the Honourable the Acting Consul-General having, in virtue of Ordinance No. 9 of 1874, Section 3 made an Order limiting to the 1st August, 1895, the time for Creditors and others to send in their Claims against the above Estate. All Creditors are hereby required to send in their Claims to the Undersigned before the said date.

Dated this 24th day of June, 1895.

VICTOR H. DEACON,
Solicitor for the Administrator,
35, Queen's Road,
Hongkong.

ZETLAND LODGE
No. 55, E.C.

A REGULAR MEETING of the above LODGE will be held at the FIRE-HALL, Zetland Street, on MONDAY, the 1st July, at 8.30 for 9 p.m. precisely. Visiting Brethren cordially invited to attend. Hongkong, 25th June, 1895.

FOR THE MAIL.

THE HONGKONG WEEKLY PRESS will be ready To-Morrow and will contain Leading Articles:—

Bi-monthly and the Ratio.

The Department of Manufacturing Industry in China.

The Anti-foreign Riots in Szechuan.

The Queen's Accession.

A Common Currency for the Far East.

The Publication of Plague Statistics.

Supreme Court.

Hongkong Sanitary Board.

The Crisis in Formosa.

A Diary of Recent Events in North Formosa.

The Plague.

Plague Preventions.

The Prospects of the Sugar Industry in Formosa.

Hongkong Electric Co. Limited.

The Bank Australian Gold Mining Co., Limited.

Protection to Inspector Mann.

Hongkong Rifle Association.

Correspondence.

Local and District News.

Commercial Intelligence.

Subscription: \$12 per annum, payable in advance.

Extra copies 20 cents each, Cash.

Hongkong, 25th June, 1895.

—SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

TUGGO.

Captain Duncan will be despatched as above on

TODAY, the 25th inst., at 4 p.m.

For freight, apply to

JARDINE, MATHERSON & CO.

Agents.

Hongkong, 25th June, 1895.

—CARAMANG AND SOURABAYA.

THE Steamship COMPANY.

FOR LONDON VIA SUZU CANAL

THE Company's Steamship

AGAMEMNON.

Captain Stevens will be despatched as above on

TUESDAY, the 2nd July, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th June, 1895.

—CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE SAMARANG, AND SOURABAYA.

THE Steamship COMPANY.

HUPEH.

Captain Everett will be despatched on SUN-

DAY, the 7th July, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th June, 1895.

—OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895. (Subject to Alteration)

ALTMORE..... Monday 1st July.

CHITTAGONG..... Wednesday 16th Aug.

ASIA..... Saturday 14th Sept.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THE BOURGE, BOSTON.

THE Steamship ALTMORE, now loading for the United States, will be despatched henceforth for VICTORIA, B.C., and PORT OF VICTORIA, via KORE and YOKOHAMA, on or about 1st July.

General Invoice of Goods for the United States Point should be sent by the Steamer to the Office of the GENERAL FORWARDING AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & CO.

Agents.

Hongkong, 25th June, 1895.

—THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL..... \$1,500,000.

SUBSCRIBED..... \$1,125,000.

Paid up..... \$625,000.

BANKERS.

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 3% per annum on the Daily Balance.

ON FIXED DEPOSITS:

For 12 months..... 6%

8%

10%

12%

14%

16%

18%

20%

22%

24%

26%

28%

30%

32%

34%

36%

38%

40%

42%

44%

46%

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150%

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156%

158%

160%

162%

164%

166%

INTIMATION.

A. S. WATSON & CO., LIMITED

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF ASERATED
WATERS.OUR ASERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.THE PARENTE INGREDIENTS ONLY ARE USED,
AND THE UTMOST CARE AND CLEANLINESS EXERCISED IN
THE MANUFACTURE THROUGHOUT.THE WATER USED IS PROVED BY REPEATED
ANALYSIS TO BE ABSOLUTELY PURE.FOR COAST & PORTS. Waters are packed and
shipped on board ship at Hongkong, prices and
full amount allowed for packages and
empires when received in good order.COUNTIFOLD ORDER BOOK is supplied on applica-
tion.OUR REGISTERED TELEGRAPHIC ADDRESS IS
"DISPENSARY, HONGKONG."ALL SIGNED MESSAGES ADDRESSED THIS WILL
RECEIVE PROMPT ATTENTION.THE FOLLOWING IS A LIST OF WATERS ALWAYS
KEPT READY IN STOCK:-

PURE AERATED WATER

SODA WATER

MONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No CREDIT given for Bottles that look dirty
or rusty, or that appear to have been used for
any other purpose than that of containing
Aspirated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1895.

The Daily Press.

HONGKONG, JUNE 25TH, 1895.

THE QUESTION OF THE EXCHANGE has recently
been under the consideration of the Chambers of Commerce at Saigon, Huon, and
Haiphong. Like ourselves, the neighbouring
French possessions, which largely
on the Mexican dollar, have been suffering
from a scarcity of the circulating medium,
and the Government has asked the various
Chambers of Commerce to express their
views as to how the crisis might best
be met. The circumstances of Tonkin
and of Saigon do not appear to be identical;
but the standard coins, whatever they be, should
be equivalent to and interchangeable with
those of Hongkong. This appears to be
a very sensible suggestion and if any
official proposition to that effect should be
made by the French Government it is to be
hoped it will receive favourable consideration
and that it may be found possible to adopt it.
Trade would be facilitated if the
currencies of Japan and the British and French
possessions of the Far East were made
interchangeable, by an agreement similar to
that which exists between the states of the
Union and the Philippines in the agreement so much
the latter but not in the former. The
former, without doubt, will be succeeded at Hongkong
by Mr. M. Boyd Brodton.A CANTONER AT THE GAOL named J. G. Thorne
was arrested at the Police Court yesterday on
a charge of disobeying prison rules. The allegation
is that he conveyed outside food to a prisoner
on the 2nd inst. Bill was allowed.Mr. Plinski, who has been acting as Minister
for France at Bangkok during the absence of
M. Pavie on the buffer state Commission, has
it reported by the *Progrès de Saigon*, been
recalled to France.A CANTONER AT THE GAOL named J. G. Thorne
was arrested at the Police Court yesterday on
a charge of disobeying prison rules. The allegation
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News says, that Sir Robert Hart is going home
that Mr. Cartwright is returning, and that the
Inspector-General of Customs is to be carried
off by Mr. E. R. Bowditch and Mr. Hippisley.
The latter is said to be succeeded at Hongkong
by Mr. M. Boyd Brodton.The Shanghai native papers report that Tong
late President of the Formosa Republic,
and its to continue even after the introduction
of the new British dollar, which is to circulate concurrently with it.
We might as well have Spanish, French,
Chinese, and Japanese coins as the Mexican,
provided they were all of the same intrinsic
value and all equally reliable. The Japanese
yen is already legal tender in the Straits Settlements,
though not in Hongkong. Any
sentimental preference there may be for the
Queen's head on our coins would carry
small weight as against the great practical
convenience of one common currency for
the whole of the Far East, and the slight profit to
be made by the Indian mints on the coinage
of the British dollar, should that profit be at
all endangered, is a trifling not worth consideration.
Under such an arrangement, however,
the chances are that the circulation of the
British dollar would be increased rather
than diminished. It is doubtful whether
Japan would be willing to sanction the
circulation of any but her national coin
in her own territory, and China and the
Philippines are for the present entirely out
of the question. We see no good reason,
however, why France and England should
not enter into an agreement for the concurrent
circulation of their respective standard
coins in the territories of each other, and
other states might join the Union hereafter.A CORRESPONDENT, whose letter will be
found in another column, takes exception to
the publication of plague statistics in the
press, on account of the injury caused to the
trade of the colony by the neighbouring
Spanish and French ports bringing into
force their quarantine regulations as a
consequence of the publication of these particular.
We can well understand the feeling of
those who are directly affected by these seaboard
regulations, but on the whole we are inclined to think that more harm would be
done by a policy of secrecy than by one of
openness. As soon as it became known that
plague had again made its appearance in
the colony, alarmist rumours began to

circulate, and had the actual facts not been published, these rumours would no doubt have sprung as rumours generally do, and the injury to the trade of the colony would have been probably not less than it is now, while the disquietude caused in the colony itself would have been much greater. Either concealing the true state of affairs or openly stating it appear to be attempted with some evil, but all things considered the latter course appears to us to be the better one. As a matter of general principle, nowhere and under no circumstances ought any secrecy to be observed with regard to the public health. While absurd quarantine regulations are maintained in neighbouring ports, however, it may be argued with some show of reason that it is a mistake to blazon abroad every sporadic case of contagious disease that may occur. In that view we would be disposed as a general rule to concur, but the present case is exceptional. The plague of last year directed to Hongkong the attention of the whole world, and had the rumour abated, without any authentic statistics, that plague had again broken out in the colony, it would have been generally supposed that the state of things this year was much the same as last. The publication of the official statistics appears on the whole, therefore, to be a protection rather than an injury to the colony. It is unfortunate if our Spanish and French neighbours are inclined to doubt the authenticity of the statistics and to suppose that if cases are admitted probably a hundred have occurred. Such a suspicion could only be suggested by the knowledge of what they themselves would do under like circumstances. It is difficult to suggest how the suspicion could be met, but we cannot suppose it would be disposed of by suppressing the statistics altogether, for in that case rumour would probably be accepted and would make the matter still worse.

The N. P. steamer *Tacoma* left Tasmania on the 22nd instant for this port via Japan.The silk ex C. P. steamer *Empress of Japan* was delivered in New York on the 21st inst.The N. P. steamer *Victoria* arrived at Yokohama yesterday, and will sail to-day (25th) for this port via Kobe.The steamer *Wingzang*, from Canton for this port or Saturday, the 23rd inst., at 4 p.m.The O. S. S. Co. steamer *Orestes* left Singapore on Saturday, the 22nd inst., and is due here on about the 25th inst.

The N. C. Daily News of the 19th inst. says it understands that the proposed Russian loan to China is not yet definitely accepted.

The C. P. steamer *Empress of India* arrived at Shanghai 1 a.m. on Sunday and left at 9:30 a.m. for Hongkong, where she may be expected to arrive about 5 p.m. to day.The P. & O. steamer *Rosita* left Singapore for this port at 4 p.m. yesterday with the incoming English mail and may be expected to arrive about 5 p.m. on Saturday afternoon next.

The Atlantic left Singapore on the 14th of March and arrived at the Woosung Spit, Bugo, on the 18th inst., after a passage of 94 days. She ran short of water on the way up and paid a fine toll of 20 p.m. at the Happy Valley. Owners up and catch weights over 12 stone. Both horses are good fencers, so an interesting race may be expected.

The weather this year in Nanking and Hangchow has been, the Mercury says, exceedingly favourable to the mulberry, and it is now almost certain that an exceptionally fine silk crop will be had. Finer weather has not been experienced for ten years, when the best kind of a year for silk was obtained.

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plates and dishes and adulterating milk? To obtain safety from bad water it is not only necessary that the water that one drinks is safe to above suspicion, but also the water that is used for soiled laundry must be safe. Practically, always, any dangerous infection that gets into well water is in the plants to be washed, and it is very difficult to remove human sewage. If the well is properly covered over and the water raised by a pump this risk may be avoided. The great effect of such an arrangement is likely to be nullified if a filter is attached to the well, and if any other open well is not left in the same compound.

I am now experimenting with potassium permanganate as a means of cleaning and disinfecting well water. The results obtained by adding the substance in the proportion of one ounce to an ordinary sized well have been encouraging, though they are not sufficiently numerous for me to be able to definitely recommend the practice as a sanitary precaution.

THE DISAPPEARANCE OF THE SARDINE.

Sad news comes from Europe! One of the common objects of the Anglo-Indian breakfast table threatens to disappear from ourken. Our old familiar friend the sardine has disappeared, which is the most singular of his "mystic" oil, or bones, fruits, "tonedale," or buttered—has vanished, and his neat porcelain box which contained the "nasmalde" and kept guard over the toast rack is to find its occupant gone. The latest couplets report from Bordeaux that last year the fish "was vanquished" and Port and London and have heard of since. We may, however, take comfort in the reflection that precisely the same thing happened twenty years ago, and that is yet early in the season to state that they have definitely decided not to revisit their summer haunts.

In the event of their failure to "come up to time" the consumers will be spared. No

one who has eaten (or a more) since a much appreciated delicacy, but a large number of French fisher folk and others interested in their capture and care will suffer considerably.

The industry is a large one, and from a recent return we learn that along the coast from Les Sables d'Olonne (Vendee) to Cadiz (Spain) there are about 150 fishing factories.

During the sardine fishing season,

which lasts about five months, 2500 tons

equipped with 12,000 men are employed.

The employes of the factories number

about 10,000 women and children, and from

1,500 to 2,000 men; and the annual expenditure

for labour, materials, fuel, etc., to about

£1,000,000. The fish were taken in 1892 in

Nantes in the year 1892, and the best brands

are still those of that city, and though these

brands are imitated in Spain and Portugal they

are of inferior quality owing to the use of

Spanish instead of Italian oil.

As already indicated sardines are migratory in their habits and the exact date of their winter quarters is unknown, and the exact point where they remain is a mystery.

In previous years it has been the custom for the fish to make their first appearance on the coast of Africa about the end of March, then passing northward in large schools, they follow the coast of Portugal, crossing the Bay of Biscay, till they strike the coasts of Vendee in the month of April. Here the sardines are taken by fishermen staying at the port of La Roche, town of Flée-d'Yon, and in the bays of the Sables d'Olonne and Saint Gilles, who assemble from all parts of Brittany and follow the fish toward the north, regarding its progress with a special bait called rognon. Before daybreak the fishing boats leave port to search for the shoals of sardines, indeed many leave in the evening and return in the morning. One man takes the net as the boat advances, while another throws the rognon into the water. This bait—is an important feature of the sardine catch, as it is expensive, and fishermen often lose considerable quantities of it. It is made of the roe of o-fish or mackerel mixed with clay, and costs from 30 to 50 francs per kilo, and is thrown into the water in small balls, which gradually dissolve and sink. At nightfall the boats return to port, where they sell their fish to the canners at prices varying according to the abundance of the catch and the size and freshness of the fish. Sales are made by the "thousand," but this term does not always indicate exactly a thousand sardines. For example, at La Roche, 1400 fish are sold daily, and a thousand francs is paid for preserving sardines located at the port, for the fish spoil easily and cannot bear transportation. The fishermen convey the sardines to the factories in boxes. The process of canning is as follows:—The sardines are spread on boards and salted and the heads removed. They are then thrown into brine, where they remain half an hour, and sardines. For example, at La Roche, 1400 fish are sold daily, and a thousand francs is paid for preserving sardines located at the port, for the fish spoil easily and cannot bear transportation. The fishermen convey the sardines to the factories in boxes. The process of canning is as follows:—The sardines are spread on boards and salted and the heads removed. They are then thrown into brine, where they remain half an hour, and

then packed in wooden cases of one hundred boxes each, during their immersion in the brine, water will escape from all boxes not properly sealed, and in such cases the loss is sustained by the seller, but so skillful are those in that craft that a good workman rarely makes any error, and when packed in wooden cases of one hundred boxes each, during their immersion in the brine, water will escape from all boxes not properly sealed, and in such cases the loss is sustained by the seller, but so skillful are those in that craft that a good work-

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VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY,
LIMITED.FOR BANGKOK.
THE Steamship"NANCHANG."
Captain Flinckson, will be despatched to
TO-DAY, the 23rd inst., at 8 A.M.
For Freight or Passage, apply to
DAVID SASSON, SONS & CO.,
Agents.
Hongkong, 19th June, 1895. 11290OCEAN STEAMSHIP COMPANY,
FOR LONDON VIA SUETZ CANAL.

THE Company's Steamship

"POLYphemus."
Captain Gauthier, will be despatched as above
TO-DAY, the 25th inst., at NOON.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th June, 1895. 11285

NORDDEUTSCHE LLOYD.

THE departure of the Company's Steamship
"PRINZ HEINRICH,"
carrying the German Mail for EUROPE, &
is fixed for 13th AFTERNOON (TUES-
DAY), the 25th instant, at 3 P.M.
For Freight or Passage, apply to
DODWELL, CARRILL & CO.,
Agents.
Hongkong, 24th June, 1895. 11301DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMoy, AND
FOOCHOW.
THE Company's Steamship"NAMOA."
Captain Beach, will be despatched for the
Port TO-MORROW, the 26th inst., at DAY-
LIGHT.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 24th June, 1895. 11313

FOR ILLOO.

THE Steamship
"CONTINENTAL,"
Captain Schall, will be despatched TO-MOR-
ROW, the 26th inst., at 8 A.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th June, 1895. 11329FOR SINGAPORE, HAVRE, AND
HAIFUJEG.TAKING CARE AT RATES TO
AMSTERDAM, ROTTERDAM, LISBON,
FLORENCE, LIVERPOOL,
AND BREMEN.)

THE Steamship

"LAWANG."
Captain H. Forme, will be despatched for the
above ports on or about FRIDAY, the 28th
inst., at 4 P.M.

To be followed by—

"IRENE."
Captain R. Schüller, on or about the 30th JULY.
Hongkong, 25th June, 1895. 11335PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)FRINZ HEINRICH... | Tuesday, 1st July, 1895.
AYER... | Monday, 2nd July.
PEUBERG... | Monday, 19th Aug.
SAO ISEN... | Monday, 16th Sept.
GERA... | Monday, 14th Oct.
FRINZ HEINRICH... | Monday, 11th Nov.
PEUBERG... | Monday, 9th Dec.
SACHSEN... | Monday, 6th Jan.
GER... | Monday, 3rd Feb.ON TUESDAY, the 25th day of June, 1895, at 3 P.M., the Company's Steamship
"FRINZ HEINRICH," Captain Engelhardt,
with MAILED PASSENGERS, SPECIE, and
CARGO, will leave this Port, en route, CALLING
at AMSTERDAM, and return, CALLING
at SINGAPORE, and proceed toSuez Canal, it will be granted till Noon on
SATURDAY, the 22nd June, Cargos and Specie
will be received on Board until Noon on MON-
DAY, the 24th June, and Parcels will be received
at the Agent's Office until Noon on SUN-
DAY, the 23rd June. Contents of Packets are
to be required at 32½%, and Parcels should not exceed
10 lbs. per cubic foot.The Steamer has excellent accommodation
and carries Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 24th June, 1895. 11336OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGER-
TO JAPAN THE UNITED
STATES.MEXICO, CENTRAL AND SOUTH
AMERICA AND EUROPE, VIA THE
OVERLAND RAILWAYS, AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)GATE (via Nagasaki), Kolo, Inland Sea, SATURDAY, July 20, 1895, at NOON.
GATE (via Nagasaki), Kolo, Inland Sea, and Hon-
olulu, SATURDAY, Aug. 3, 1895, at NOON.GATE (via Nagasaki), Kolo, Inland Sea, and Hon-
olulu, SATURDAY, Aug. 27, 1895, at NOON.THE Steamship "BELFIC" will be des-
patched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONO-
LULU, on FRIDAY, the 28th JUNE, at
Noon, taking Passengers and Freight for
Japan, the United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained on application.Passengers holding through ORDERS TO
SAN FRANCISCO, will be despatched as above on
or about TO-MORROW, the 29th inst.For Freight, apply to
DODWELL, CARRILL & CO.,
Agents.

Hongkong, 20th June, 1895. 11337

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)GATE (via Nagasaki), Kolo, Inland Sea, FRIDAY, June 25, 1895, at NOON.
GATE (via Nagasaki), Kolo, Inland Sea, and Hon-
olulu, FRIDAY, July 9, 1895, at NOON.GATE (via Nagasaki), Kolo, Inland Sea, and Hon-
olulu, FRIDAY, July 30, 1895, at NOON.THE U.S. Mail Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, via NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU, on FRIDAY, the 28th JUNE, at
Noon, taking Passengers and Freight for
Japan, the United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-
embarking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
discount of 10 per cent. This allowance does
not apply to through fares from China and Japan
to Europe.All PACIFIC PACKAGES should be marked to
address in full, and same will be received at the
Company's Office till five P.M. the day pre-
vious to sailing.Consult Invoice to accompany Cargo de-
livered to San Francisco, addressed to the Collector
of Customs at San Francisco.For further information as to Freight and
Freight apply to the Agency of the Company,
No. 7, Peppa Central.J. S. VAN BUREN, Agent.
Hongkong, 10th June 1895. 11338FOR NEW YORK.
THE 100 AI. British steel Bark"BELMONT."
Ladd, Master, will load here for the above port
and will have quick despatch.For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 17th June, 1895. 11339

FOR NEW YORK.
THE 100 AI. American Ship"SANTA CLARA."
Fuller, Master, shortly expected from Shanghai
will load here for the above port, and will have
quick despatch.For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 17th June, 1895. 11340

FOR NEW YORK.
THE 100 AI. German Ship"SIAM."
Gardiner, Master, will load here for the above
port and will have quick despatch.For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 17th June, 1895. 11341

FOR NEW YORK.
THE 100 AI. American Ship"LYNDHURST."
Fuller, Master, shortly expected from Shanghai
will load here for the above port, and will have
quick despatch.For Freight, apply to
SIEMENS & CO.,
Agents.

Hongkong, 17th June, 1895. 11342

FOR NEW YORK.
THE 100 AI. British ship"POOHING SUEY."
Wilson, Master, shortly expected from Shanghai
will load here for the above port, and will have
quick despatch.For Freight, apply to
SIEMENS & CO.,
Agents.

Hongkong, 17th June, 1895. 11343

FOR NEW YORK.
THE 100 AI. British ship"GLENNSLIPIN."
Pritchard, Master, will load here for the above
port and will have quick despatch.For Freight, apply to
SIEMENS & CO.,
Agents.

Hongkong, 17th June, 1895. 11344

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY,
LIMITED.FOR SHANGHAI AND KOBE.
THE Steamship

"CHINGTU."

Captain Isaac, will be despatched on FRIDAY,
the 13th inst.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd June, 1895. 11345

VESSELS ADVERTISED AS LOADING.

DESTINATION.

VESSEL'S NAME.

FLAG & REG.

CAPTAIN

FOR FREIGHT APPLY TO

THE Steamship

"GATHERING AFAR."

Captain J. G. Olifer, will be despatched for the
above ports TO-DAY, the 25th inst., at 5 P.M.For Freight or Passage, apply to
DAVID SASSON, SONS & CO.,
Agents.

Hongkong, 19th June, 1895. 11346

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI AND KOBE.

THE Steamship

"CHINGTU."

Captain Isaac, will be despatched on FRIDAY,

the 13th inst.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd June, 1895. 11347

VESSELS ADVERTISED AS LOADING.

DESTINATION.

VESSEL'S NAME.

FLAG & REG.

CAPTAIN

FOR FREIGHT APPLY TO

THE Steamship

"GATHERING AFAR."

Captain J. G. Olifer, will be despatched for the
above ports TO-DAY, the 25th inst., at 5 P.M.For Freight or Passage, apply to
DAVID SASSON, SONS & CO.,
Agents.

Hongkong, 19th June, 1895. 11348

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI AND KOBE.

THE Steamship

"CHINGTU."

Captain Isaac, will be despatched on FRIDAY,

the 13th inst.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd June, 1895. 11349

VESSELS ADVERTISED AS LOADING.

DESTINATION.

VESSEL'S NAME.

FLAG & REG.

CAPTAIN

FOR FREIGHT APPLY TO

THE Steamship

"GATHERING AFAR."

Captain J. G. Olifer, will be despatched for the
above ports TO-DAY, the 25th inst., at 5 P.M.For Freight or Passage, apply to
DAVID SASSON, SONS & CO.,
Agents.

Hongkong, 19th June, 1895. 11350

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI AND KOBE.

THE Steamship

"CHINGTU."

Captain Isaac, will be despatched on FRIDAY,

the 13th inst.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd June, 1895. 11351

VESSELS ADVERTISED